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0835Z 11 APR 60

DIRECTOR

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OPS (1,2,3,4)

S/C (5)

EL

TOR: 1330Z 11 APR 60

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PRIORITY

PRIORITY

IN 22817

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R

REF: [] (OUT 64630)

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1. [] ESTABLISHED CONTACT WITH MOBILE CONTROL AT 0315Z

ON CHANNEL 11 USING TNOE BUTTON, NO VOICE, ONE MINUTE PRIOR TO

START DESCENT POINT. AT 0816 [] STARTED DESCENT TO HI

CONE WITH [] BEACON [] COMING IN STRONG AND A FUEL

COUNTER READING OF 103 GALLONS. ON REACHING [] MINUS 300,

[] BEACON FADED OUT AND [] COULD NOT RETUNE.

ATTEMPTS WERE MADE TO TUNE THE LOCAL BEACON [] WITH

NEGATIVE RESULTS. NUMEROUS CALLS ON CHANNEL 11 WERE MADE BY

THE [] TO MOBILE CONTROL TO APPRISE THEM OF HIS FUEL

STATE AND COMMUNICATION PROBLEMS IN TUNING THE BEACONS,

HOWEVER, CONTACT COULD NOT BE ESTABLISHED. [] CONTINUED

HIS DESCENT IN HOPES OF PICKING UP THE FIELD VISUALLY AND

ALSO CONTINUED WITHOUT RESULTS TO TUNE IN ONE OF THE BEACONS.

[] BEACON WAS LOUD AND CLEAR. AT 6000 FEET WHEN THE HAZE

PERMITTED VISUAL CONTACT WITH THE GROUND, THE [] LEVELLED

AND A SHALLOW 360 DEGREE TURN WAS INITIATED IN AN EFFORT TO LOCATE

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[REDACTED] (IN 228172)

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THE FIELD.; WITH RESTRICTED VISIBILITY THIS PROVED FRUITLESS
 AND [REDACTED] ELECTED TO CLIMB BACK TO ALTITUDE AND ATTEMPT
 TO REACH [REDACTED] OR [REDACTED] AIRFIELD. DURING CLIMB
 THE LOW LEVEL LITE CAME ON WITH A COUNTER READING OF 42 GALLONS.
 DURING THIS PERIOD [REDACTED] MADE SEVERAL CALLS TO [REDACTED]
 TOWER ON GUARD CHANNEL WITH NEGATIVE RESULTS. AT THIS TIME
 MOBILE CONTROL PICKED UP THE TRANSMISSIONS AND ESTABLISHED THE
 FIRST VOICE CONTACT WITH [REDACTED] ON GUARD. SHORTLY AFTER
 THIS CONTACT, THE [REDACTED] FLAMED OUT AT [REDACTED] MINUS 110
 WITH A MINUS 17 GALLONS ON THE COUNTER. [REDACTED] ADVISED
 MOBILE OF HIS INTENTIONS AND SHUT DOWN ALL ELECTRICAL EQUIPMENT.
 SINCE [REDACTED] COULD NOT BE REACHED, ATTEMPTS WERE MADE
 TO LOCATE [REDACTED] AIRFIELD. RESTRICTED VISIBILITY PRECLUDED
 THIS AND [REDACTED] CONCENTRATED ON GETTING THE [REDACTED] DOWN IN THE
 BEST AREA AVAILABLE. [REDACTED] WAS LANDED IN THE RICE PADDIES AT
 0915Z.

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2. THE TWO PRINCIPLE FACTORS CONTRIBUTING TO THIS ACCIDENT
 WERE INADEQUATE AND UNRELIABLE BEACONS AND RESTRICTED VISIBILITY
 DUE TO HAZE AND SMOKE FROM FOREST FIRES. THE BEACONS WERE CHECKED
 BY [REDACTED] GROUND PERSONNEL AT APPROXIMATELY 0750Z AND RECEPTION
 WAS GOOD. THE BEACONS WERE LATER CHECKED IN THE AIR FROM THE

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[] (IN 22817)

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C-130 IMMEDIATELY AFTER THE INCIDENT AND RECEPTION WAS FAIRLY GOOD. FERRY AND MISSION [] PREVIOUSLY REPORTED POOR BEACON RECEPTION IN [] 349 AND FAIRLY GOOD RECEPTION IN [] 352.

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3. FLIGHT PLANNED TIME FOR 6054 WAS NINE HOURS TWENTY SEVEN MINUTES WITH A PREDICTED LANDING FUEL OF 140 GALLONS. ACTUAL FUEL PLOTS RAN 30 TO 40 GALLONS BELOW HANDBOOK CURVE. THIS COULD BE CONTRIBUTED TO LANDING GEAR DOORS NOT BEING FULLY CLOSED AS [] REPORTED AN UNSAFE GEAR INDICATION DURING FLIGHT. THE GEAR WAS RECYCLED SEVERAL TIMES DURING CLIMB AND WHEN VIEWED THROUGH THE DRIFT SIGHT THE GEAR WAS UP AND THE DOORS APPEARED CLOSED. AT HIGHER ALTITUDE THE DRIFT SIGHT HAD SOME FROST AND POSITIVE INDICATION OF THE GEAR DOORS COULD NOT BE MADE.

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4. ACTION TAKEN BY [] PERSONNEL DURING THE INCIDENT IS OUTLINED [] 0250. ONE ADDITIONAL ITEM IS THAT AFTER INITIAL CONTACT AND THE [] WAS OVERDUE FOR LANDING, ATTEMPTS WERE MADE TO CONTACT [] WITH NEGATIVE RESULTS UNTIL [] CALLED [] TOWER ON GUARD CHANNEL.

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END OF MESSAGE.

T O P S E C R E T